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PRESS.
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Subscription, paid in advance,
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Hongkong Daily Press.

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HONGKONG, FRIDAY, MARCH 24, 1910.

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SHEWAN, TOMES & CO.,
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Hongkong, 15th January, 1909. [908]

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Hongkong, 18th January, 1910. [187]

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also sustains and nourishes
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Electric Passenger Elevator to each floor.
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Hongkong, 24th July, 1905. [208]

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[437]

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[4623]

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Hongkong, 14th December, 1909. [1519]

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 24. Telephone No. 12.

HONGKONG OFFICE: 10, DES VOEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 4th, 1910.

There is a strange irony about the fact that the first important measure passed by the enlarged and more representative Legislative Council of India should have been one which the Viceroy himself admitted may be justly called a repressive measure—a measure designed to put a stop to the dissemination of the Gospel of Anarchy through the Press. Since the old Act which licensed the Press was repealed in 1835, the Press of India has been free except for two short periods—one year during the Indian Mutiny and again from 1878 to 1881, when a portion of the vernacular Press was controlled to some extent by a special Act, the object of which, like the one just passed, was to prevent, and not to punish, sedition. It was a very defective piece of legislation and was repealed nearly thirty years ago. Up to the year 1907 the policy of the Government was one of extreme forbearance—which in 1907 was recognised to have been excessive and mistaken, for the Government had to confess that the Press had gone from bad to worse, and that the deliberate efforts made by a number of newspapers, both in English and the vernacular, to inflame the minds of the people, to encourage ill-will between the classes, to promote active hostility to the Government, and to disturb the public tranquillity in many different ways, had had their inevitable results in outbreaks of lawlessness. The Government were then forced to take steps to repress by firm action under the penal law the preaching of the Gospel of Anarchy, but the law has proved ineffectual. A certain number of

offenders have been punished, but the main object of the measure has not been achieved. The great difficulty has been that the Press has not been repressed within the limits of legitimate discussion. In its statements of fact, its exposure of wrongs, its criticism of the Government, it has been free and fearless. It has not been the sedition which the Government says that a certain section of the Press has continued both by openly seditious writing and by suggestion and veiled incitement, to inculcate hostility to British rule. "There is no lack of evidence," says the Viceroy, "that the series of crimes which preceded and have followed the passing of the Act of 1908 is directly traceable to those influences to which the authors of the outrages— young men of the educated middle class—are peculiarly susceptible." The statement refers to no small and unimportant section of the Indian Press. Sir H. Risley, in introducing the Bill, gave this account of the evil:

In spite of our successful prosecutions we see the most influential and widely-read portion of the Indian Press incessantly occupied in rendering the Government by law established odious in the sight of the Indian people. The Government is foreign, and therefore selfish and tyrannical. It drains the country of its wealth; it has impoverished the people and brought about famine on a scale and with a frequency unknown before; the public works, roads, railways and canals have generated malaria; it has introduced plague by poisoning wells, in order to reduce the population that has to be held in subjection; it has deprived the Indian peasant of his land, the Indian artisan of his industry, and the Indian merchant of his trade; it has destroyed religion by its godless system of education; it seeks to destroy caste by polluting, maliciously and of set purpose, the sect and superstition that make up the cloth that they wear; it allows Indians to be treated in British Colonies; it levies new taxes and spends them on the army; it pays high salaries to Englishmen, and employs Indians only in the worst paid posts. In short, it has enslaved a whole people, who are now struggling to be free.

My enumeration may not be exhaustive, but these are some of the statements that are now being implanted as axioms in the minds of the rising generation of educated youths, the source from which we recruit the great body of civil officials who administer India. If nothing more were said, if the Press were content to "let the lie have time on its own wings to fly," things would be bad enough. But very much more is said. Every day the Press proclaims, openly or by suggestion or allusion, that the only cure for the ills of India is independence from foreign rule, independence to be won by heroic deeds, self-sacrifice, martyrdom on the part of the young, in any case by some form of violence. Hindu mythology, ancient and modern history, and more especially the European literature of revolution, are resorted to furnish examples that justify revolt and proclaim its inevitable success. The methods of guerrilla warfare, as practised in Greece, Spain and South Africa; Masani's gospel of political assassination; Kosuth's most violent doctrines; the doctrine of Russian nihilists, the murder of the Prince Ite; the dialogue between Arjuna and Krishna in the "Gita," a book that is to Hindus what the "Imitation of Christ" is to emotional Christians—all these are presented as the only means of inducing independence. The last instance is, perhaps, the worst. I can imagine no more wicked desecration than that the sacrilegious hand of the Anarchist should be laid upon the Indian Song of Songs and that a masterpiece of transcendental philosophy and religious ecstasy should be perverted to the base uses of preaching political murder. The poison, however, is widely diffused by a variety of methods, and antidote there is none. The side of Government is represented in the Indian Press by a few pages of timid obsequiousness never reach the persons whose minds are prejudiced by the attack. Sedition has the monopoly of its audience, and that audience is large and is increasing daily. No means are left untried to swell its numbers and to infect the masses of the people. The peaceful life of the village has been invaded by youthful enthusiasts who read out to an illiterate audience attracted by natural curiosity, articles preaching the doctrine which I have described. Enthusiasts disguised as religious devotees travel about the country and spread the gospel of anarchy among simple folk who believe that whatever is printed must be true. Worst of all, attempts are being made to enlist the women of India on the side of rebellion by disseminating in the zenana libels upon the Government—among them that infamous story about the introduction of plague. Was there ever such sacrilege as this—that the renaissance of Indian womanhood, their awakening to a new intellectual life should be threatened by its onset by influences such as these? In all ages—from the time of your own Swayamvaras and the old Roman legends of the Sabine girls—women have been the peace-makers of the world. Their mission has been to heal race-unity, not to foster it. Is the Sakuntala of the future to grow up in an atmosphere of treason, plotting murder and designing bombs? If she does, she will certainly not be the Sakuntala of the Indian poet.

The consequences of this ever-flowing stream of slander and incitement to outrage are now upon us. What was formerly a few years ago has actually come to pass. We are at the present moment confronted with a murderous conspiracy, whose aim it is to subvert the Government of the country and to make British rule impossible by establishing general terrorism. Their organization is effective and far-reaching; their numbers are believed to be considerable; the leaders work in secret and are blindly obeyed by their youthful followers. The method they favour at present is political assassination, the method of Masani in his worst moods. Already they have a long score of murders or attempted murders to their account.

The facts set forth in this statement were not disputed by the critics of the Bill, whose main objection to it was that—in spite of what the Government said to the contrary—ample powers already existed for dealing with a seditious Press. They did not deny that the freedom of the Press had been greatly abused, but said a law which required every publisher to deposit security against the publication of seditious matter would tend to extinguish the native newspaper Press of

THE HONGKONG DAILY PRESS, FRIDAY, MARCH 4th, 1910.

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EYRE DIOCESAN REFUGE.

The annual meeting of the Eyre Diocesan Refuge was held yesterday afternoon in the new premises which were opened last October at Sanatorium Hill. The Rev. the Governor presided over a good attendance, and was supported by the Bishop of Victoria and Archbishop Barnett.

THE EVENTS IN TIBET.

After the meeting had been opened with prayer Miss Pitts, in the absence of Miss Eyre, read the annual report, which proved a record of satisfactory progress. Reference was made to the great appreciation of the new home, and the better health which the inmates enjoyed in comparison with the old place, and the report stated that the number in residence during the year had been forty. Thirteen had been admitted during the year, and a number of the girls had been happily married and others had been betrothed. The laundry had had 245 working days during the year, and in that time 65,064 pieces had been washed, an average of 264 per day. Needlework had also been undertaken, and 56 suits of needle clothing, 16 boys' suits, and 42 other garments had been made, while mending was also undertaken.

His Excellency then addressed the gathering. He said it was just two years ago, in January, 1908, that his wife presided at a meeting held at St. Paul's College, when it was decided to form a committee in order to carry on the work of the Refuge, which up to that time had been maintained by the almost unaided efforts of Miss Eyre. They had both united the place and witnessed the institution as it then was, and they were very much struck with the difficulties and disabilities under which the work was being carried on. They were also struck by the devotion and pluck with which Miss Eyre carried on the work. Two years was not a long time, and yet he could see that day that remarkable changes had been made in the conduct of the institution. As a private concern under the auspices of the Missionary Society it was not very feasible for the Government to intervene, but as a public institution with a committee on which were included many of the leading in Hongkong under the presidency of his Lordship the Bishop, it became feasible for the Government to place that building at the disposal of the Refuge with the kind consent of Mr. Bellifex and give a small grant and bring the institution into relation with the Registrar-General's Department and the Po Leung Kuk. He did not pretend that the material assistance given by the Government had been at all substantial. For his part he did not think it should be. He thought an institution of that kind should not primarily depend upon grants-in-aid from revenue which was raised from the taxpayers, but that it should depend upon voluntary subscriptions and the personal efforts of those whose better fortune in life had placed upon them the sacred duty of defending those whose fortune in life had not been good. He was anxious for his own part that the institution should be placed upon a basis upon which the Government could afford at any rate its moral support, because he was well aware of the value which attached in the eyes of the Chinese, and rightly so, to the moral support of the Government. As an illustration of that they would have noticed that in the accounts just read there was an item, subscription from the Po Leung Kuk, \$900.75. He looked upon that subscription as of far greater value than the actual number of dollars which it represented, because it indicated the recognition by the Chinese of that institution as co-operating with them and as being conducted on lines which the thoughtful Chinese could approve. It was for that reason that he suggested to the Bishop and Lady Legard, when they consulted him on the subject over two years ago, that the institution should be placed on a basis of a public character. Miss Eyre and her representative, Miss Pitts, and the committee had every ground for pride and pleasure in the results which had been achieved. He tendered to them his hearty congratulations and his tribute of admiration for the success which had attended their work. Instead of the dark and dismal rooms in which the Refuge was conducted formerly they saw that well-found building which he thought justified its name of a home, a home conducted by two, trained and capable ladies, a home which enjoyed as they had just heard during the past year an income of about \$9,000, and which afforded every prospect of an enlarged and continued success and prosperity. He commended the institution to the support of the community of Hongkong, and more especially to the ladies of Hongkong, both British and Chinese. Its constitution was a guarantee that the work was being conducted on the best possible lines and that it was a great and noble work. A simple narration of the report and accounts just read formed a testimony more eloquent than anything he could say of the work which was being done in that institution. In conclusion, he moved the adoption of the report.

A St. Petersburg telegram states that the Russian Minister at Peking has informed the Waiwpu that Russia cannot maintain an attitude of unconcern regarding the deposition of the Dalai Lama, the spiritual head of numerous Russian Buddhists.

The Waiwpu replied that the deposition would not affect the administration or the religion of Tibet.

SUPPLEMENTAL NAVAL ESTIMATE.

LONDON, March 3rd.
A Supplemental Naval Estimate of \$680,100 has been voted.

Of this sum \$457,000 is for the four contingent Dreadnoughts. Replying to criticisms recently made by Lord Charles Beresford, Mr. McKenna, First Civil Lord of the Admiralty, mentioned that the guns of the new Dreadnoughts will not be actuated by electricity.

RAILWAYS BLOCKED IN THE UNITED STATES.

SIXTY RAILWAY PASSENGERS KILLED.
LONDON, March 3rd.

Owing to avalanches and floods all the northern trans-continental railways of the United States have been blocked. An avalanche at the Cascade Mountains caused a train smash in which sixty persons were killed.

DREADNOUGHT'S RESCUE.

THE "INVINCIBLE" SALVES PORTUGUESE SAILING SHIP.

The Dreadnought cruiser, the *Invincible*, which has just been the subject of criticism by Lord Charles Beresford, has accomplished a remarkable piece of salvage work. The great warship went to the rescue and towed to the Azores the Portuguese barque *Fortuna*, which had everything swept off her deck, all her masts having gone by the board, whilst nine of her crew were swept overboard. So severe was the weather that two men had to be hoisted to the steering wheel. They disappeared during the night, and it is thought that they must have been torn asunder by the weight of seas, as when examined next morning the lashings were intact.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 3rd at 11.55 a.m.—The barometer has risen moderately over S. China, and fallen moderately to considerably over the N.E. coast of China, Japan and the Bonins.

There are two depressions, one to the North of Japan, the other over the Pacific to the North of the Bonins. They are moving Eastwards.

Pressure is highest over the Yangtze valley. Fresh to strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast—rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood... N. to N.E. winds, moderate or fresh; fair.
Formosa Channel... N.E. winds, fresh to strong.
South coast of China between... Same as No. 1.
South coast of China between... Same as No. 2.
Hongkong and Hainan... Same as No. 2.

Atkinson, Mrs. Brown, Mrs. Biddle, Miss H. S. Fletcher, Mrs. Green, Mrs. Gough, Mrs. G. Hastings, Mrs. Kennedy, Mrs. Lyon, Mrs. Macle, Mrs. Shingler, Mrs. Taylor, and Mrs. Turner, with Miss Eyre as hon. secretary and Miss Pitts as hon. treasurer.

SUN A WAN'S EXTRADITION.

The hearing of the application for the surrender to the Chinese Authorities of Sun A Wan was continued before Mr. E. R. Hallifax at the Magistracy yesterday afternoon.

Mr. H. L. Denny, from the office of the Crown Solicitor, made the application, while Mr. Otto Kung Sing appeared for the prisoner.

Sun Tsan Yung, recalled, was further cross-examined. He said the prisoner's wife was not a native of his village, but she was a native of Waichow. When she married Sun A Wan she was living at witness's village and in his house. There was a ceremony in connection with the marriage, and the mother-in-law and father-in-law attended. The defendant was a distant grand-nephew of his. Witness had a nephew called Sun A Wai, who came to Hongkong with him. He did not know that Sun A Wai gave evidence against the prisoner on a previous charge. Sun A Wan lived in the same room as Sun A Wai since the ancestors' time.

Mr. Kung Sing—He's been living in Victoria Gaol for the last six months.

Proceeding, witness stated that Sun A Wan came to Hongkong last year. Up to that time he lived continuously in the house of witness. Defendant's father died in 1909. He was a robber and a thief.

And you kept this thief in your house?—He's only a thief now.

While he was a thief he was living in your house?—Yes.

Are there any more thieves living in your house?—None now.

What relation is Sun A Wai to Sun A Wan?—A distant brother.

Then they are not sons of the same mother?—Same grandmother.

Did Sun A Wai ever tell you what he'd said in this Court before?—No.

Never spoke about Sun A Wan?—He told me he came here to identify him.

He didn't tell you what he said in Court?—No.

In re-examination witness said Sun A Wan's father was a thief, and was despatched at Waichow.

Further evidence was taken and the hearing adjourned.

THE DALAI LAMA.

Mr. W. F. Meyers, in his manual on the Chinese Government, says:—The Dalai Lama is one of the joint pontiffs of Tibet. The word Dalai or Lobs in Mongolian signifies "Ocean," and corresponds to the Tibetan word Djamtsa or Chamsa, which, in the combination Chaptan Djamtsa Bingshe, or Venerable Ocean Treasure, constitutes the proper title of this dignitary. The Dalai Lama is regarded as the re-embodiment which is assumed by the spirit of one of Tsongkhapa's two disciples, and at the same time as an incarnation or Avatar of the Bodhisattva Avalokitesvara. Having grown up in their country, together with a power in Tibet, successive Dalai Lamas of the last century were recognized by the emperors of China as the supreme pontiffs of the Yellow Church and the utmost veneration has been manifested toward their successors up to the present moment. Their residence is fixed at Mount Potat (one of the three sacred mountains of this name, the original being situated according to Buddhist legends, in India, and the third, known in Chinese by the name of P'u-to Shan, forming the well-known island of Hainan, on the coast of Chekiang), near Lhasa, the chief city of anterior Tibet. At this place, the ancient capital of the kingdom, are situated the P'o Chao and Hsiao Chao or Greater and Lesser Temples (Chao in Tibetan signifying monastery or shrine), which date from the period of the Chinese alliance in the seventh century. The P'o Chao, in particular, is celebrated as containing a famous effigy of the prince of the house of Tang, now supposed to have been taken in conquest from Nepal, among the chief divinities of the Lamaist pantheon.

The succession to the office of Dalai Lama occurs by a process of "re-embodiment." For some centuries, and until within comparatively recent times, the relatives or surrounding of each successive pontiff contrived, by more or less open acts of fraud, to indicate after his decease the individual whom he suited them to select as the new Avatar. In order to obviate proceedings of this kind, which had more than once brought forward persons distasteful and dangerous to the sovereign power, the Emperor K'ien Lung ordained, in A.D. 1752, that for the future both the succession to this august office and the appointment to other spiritual dignities of a similar nature should be determined by the drawing of lots. At the decease of each Dalai Lama, accordingly, when, like all members of the class engaged with the privilege of successive births, he is said to have "entered upon the perfection of repose" (yuan chi), inquiries are made by the priesthood with reference to miraculous signs (ling i) which may have been observed in attendance upon the birth of children at about the same period. Particulars of the required kind are always duly procured, and these are transmitted in proper form to the Imperial Residents at Lhasa. After scrutiny of the documents and report being made to Peking, a certain number of the children are brought with their parents to Lhasa. Here, on an appointed day, their names are inscribed on slips of wood, which, after being carefully sealed, are deposited in the "golden urn" (shin pen-pap) prescribed by the regulation instituted by K'ien Lung. The name drawn forth from the urn is hailed amid universal rejoicing as that of the new incarnation, and the Dalai Lama is declared to have "come forth in re-embodiment" (shun hui hui from a Mongol word signifying "bodily transformation" or metamorphosis; in Chinese, he shen). After a short period of instruction, the newly acclaimed pontiff at the age of perhaps two or three years, is solemnly enthroned (uo ch'wang), and during his long ensuing minority he remains, as a matter of course, a puppet in the hands of the Chinese Imperial Residents.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chantante, Tait's Charmant and Special Skin Tonic and Face Cream will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. B. Watson & Co., Ltd., Sole Agents.

1455.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed "DAILY PRESS," and not to the business manager. The Manager's name should not be used in any communication. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes, A.B.C. 8th Ed. Lieber's.

NEW ADVERTISEMENTS

TO LET.

NO. 24 WYNDHAM STREET, 4-Roomed House. Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th March, 1910. [365]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSEIA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELPHI, LEVANTINE and SOUTH AMERICAN PORTS up to CALCUTTA. Taking Cargo at through rates to PANAMA, GUAYAMA, BALBOA, ALMERIA and MALAGA.

THE Steamship

"CAPRI" Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & Co.,
Hongkong, 4th March, 1910. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be allowed after the 10th inst. at 4 P.M.

E. A. HEWITT, Superintendent.
Hongkong, 3rd March, 1910. [1]

SALON-CINEMA THEATRE WYNDHAM STREET (Opposite Post Office).

TWO PERFORMANCES DAILY 6.30 P.M. First; 9.15 P.M. Full Price.

MISS ADA KING, Ballad Singer.
MISS RUBY CRYSTAL, Soprano.
CARL WALLNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS. PROGRAMME CHANGED MONDAYS AND FRIDAYS.

MATINEES: (SATURDAY AND SUNDAY, at 4 P.M. 30c)

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Dramas and Barrels of Various Colours, Prospectus and all further information from the Board of Col. Faxon and OFFICERS of the Band of the 13th Regt. will play on both days from 2.30 to 6 P.M.

HONGKONG CLUB. NOTICE.

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By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [361]

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Hongkong, 2nd March, 1910. [352]

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Hongkong Fire Insurance Co., Ltd.,
Hongkong, 15th February, 1910. [297]

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THE CHINA-BORNEO Co., Ltd.,
W. G. DARBY,
General Manager.
Hongkong, 28th February, 1910. [346]

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SHEWAN, TOMES & Co.,
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Hongkong, 3rd March, 1910. [357]

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LOST.

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yik has been LOST.

Serial No. 8991-188693/188742-50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 18th February, 1910. [359]

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW IN THE BOTANIC GARDENS.

TUESDAY, 8th MARCH.

Open 2 P.M. to 6 P.M. Admission \$1.

The Prizes will be distributed at 5 P.M.

WEDNESDAY, 9th MARCH.

Open 10.30 A.M. to 3 P.M. Admission 50 cts.

3 P.M. to 6 P.M. Admission 20 cts.

Children Half-Price.

Tea will be obtainable on the Grounds.

By Permission of Col. Faxon and OFFICERS of the Band of the 13th Regt. will play on both days from 2.30 to 6 P.M.

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Serial No. 8991-188693/188742-50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 18th February, 1910. [359]

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW IN THE BOTANIC GARDENS.

TUESDAY, 8th MARCH.

Open 2 P.M. to 6 P.M. Admission \$1.

The Prizes will be distributed at 5 P.M.

WEDNESDAY, 9th MARCH.

Open 10.30 A.M. to 3 P.M. Admission 50 cts.

3 P.M. to 6 P.M. Admission 20 cts.

Children Half-Price.

Tea will be obtainable on the Grounds.

By Permission of Col. Faxon and OFFICERS of the Band of the 13th Regt. will play on both days from 2.30 to 6 P.M.

Hongkong, 2nd March, 1910. [350]

HONGKONG CLUB.

NOTICE.

THE SEVENTEENTH HALF-YEARLY DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on THURSDAY, the 31st March, 1910, will be held at the CLUB HOUSE, at 11 o'clock A.M. on FRIDAY, the 18th March, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [361]

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned, up to the 20th March, 1910, for the Post of ASSISTANT STEWARD to the above Club. Salary commencing at \$125 per month, with Board, Lodging and Library provided.

Applicants should be unmarried, as residence on the Club Premises is essential.

By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [362]

WANTED.

A CHINESE CLERK, with experience of General Office routine, and competent Typewriter.

Apply by letter to—
"518,"
Care of "Daily Press" Office.
Hongkong, 2nd March, 1910. [352]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon) on WEDNESDAY, the 9th March.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNPAID FOR
THE SAME TO DAY AS
IMITATIONS
150 YEARS

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in Bottles of 100 Capsules.
Sold by all Chemists.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

A.1. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	350 "
Water on Blocks at Spring Tide	34 "
DOCK No. 1.	
Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	78 "
Width of Entrance on Bottom	71 "
Water on Blocks at Spring Tide	62 "
DOCK No. 2.	
Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

Patent Slip.

Suitable for vessels up to 1,000 tons.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "GYRA-MAR" (112 tons, 100 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for service.

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamer

"C. FERN. LARSEN."

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godown, where they will be examined on the 7th inst., at 4 p.m.

No Fire Insurance will be effected by us in any case whatever.

HONGKONG AMERICA LINE, Hongkong Office, Hongkong, 2nd March, 1910. [360]

NOTICES TO CONSIGNEES.

"SMILE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"PLINTSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th March, at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, where they will be examined at 9.30 a.m. on the 3rd March. No Claims will be admitted after Goods have left the Godown nor will they be recognized if presented after 10 days of vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 25th February, 1910. [357]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 4th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 2nd March, 1910. [14]

S.S. "WONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Medon," from Saigon ex s.s. "Biden" from Bordeaux ex s.s. "Verboeckhoven," in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 p.m., 28th Feb., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 7th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognized.

All damaged packages will be examined on the 7th inst., at 5 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent, Hongkong, 28th February, 1910. [2]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"MALEDONIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London & Co., ex s.s. "Mongolia."

From Calcutta, ex s.s. "Simla."

From Calcutta, ex s.s. "B. I. S. N. and B. & P. S. N. Co's Steamers."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent, Hongkong, 3rd March, 1910. [1]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"MANILA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent, Hongkong, 2nd March, 1910. [1]

THE HONGKONG DAILY PRESS, FRIDAY, MARCH 4th, 1910.

POPULAR APPREHENSIONS.

By Rev. GEORGE M. ZWACK, B.J. (Secretary of the Weather Bureau of the Philippine Islands)

For seven months past, scientific and popular periodicals as well as daily papers, have repeatedly mentioned Halley's comet as due to arrive at its least distance from the earth some time in May of the present year. Though the time is happily past when soothsayers and astrologers, masquerading as astronomers, predicted "hunger, pestilence, and war, the death of mighty princes, and great calamities" whenever a "hairy star" became visible, if nevertheless goes without saying that the comet will strike terror into the hearts of the ignorant, should it become so conspicuous an object in the sky as during former appearances—which it is very likely to do. Moreover, some statements have appeared in print which might cause even otherwise well-informed persons to feel some apprehensions regarding the celestial visitor. Wherefore, it seemed desirable to the writer to throw out the whole subject of danger from comets, and his promises to "tell the truth, the whole truth, and nothing but the truth," at least to the best of his knowledge, without mistaking any real danger which might lurk in the return of Halley's comet, for the sake of allaying popular fears.

Now, is there any reason for uneasiness on account of Halley's comet? Most certainly not! Fear in this case can only be the result of ignorance or superstition, or of both combined. Neither of these is very commendable, either singly or combined, aside from the fact that superstition is sinful.

The only possible reasons for fear could, as far as I can see, be one or several of the following: The comet might be a sign of God's wrath; and hence presage impending calamity; or it might have itself some evil influence on our earth; or, finally, might it not fall into the sun and cause us to be roasted alive, or worse still, collide with the earth and precipitate "doomsday"? But the first and second reasons are unreasonable in case of all comets; the third and fourth at least do not apply to the present return of Halley's comet, though there is no denying that such things could happen under different conditions. Let us examine each of these reasons for anxiety!

I. The first cause of fear stated we must dismiss as superstitions. Comets are not signs of God's anger; they are not the fiery rod of the Almighty stretched forth over his naughty children as a warning of coming chastisement. Nor are they some kind of uncanny beings, bent on evil, which God permits to hold sway for our punishment.

No doubt, comets are strange looking affairs. As seen with the naked eye, a large comet usually appears like a dim star surrounded by a patch of more or less luminous radiance, which latter seems to stream out in the direction away from the sun, forming one or more tails, some of which have been known to stretch over 35 to 60 degrees of the sky. The bright, star-like point, which on an average is present in four out of every five comets, is called the "nucleus" (Latin word, meaning kernel) and the surrounding nebulous "coma," being the Latin word for hair. The word "comet," however, is not derived from the Latin, but from the Greek "komētes," which means a person of thing with long hair.

Not less bewildering is their behavior. While the fixed stars are, to all intents and purposes, immovable and the planets move all in one direction around the sun and never depart far from the ecliptic, the greatest inclination known being that of the small planet "Eros" (10 deg. min. 50"); the comet apparently observe no law; they move direct or retrograde, at the rate of less than a mile per second to the rate of many miles per second, and the ecliptic may have every value between 0 degree and 90 degrees.

Nevertheless, telescopes and spectroscopes, with the aid of mathematics, have proved beyond the possibility of a doubt that, all their peculiarities notwithstanding, comets are celestial bodies which do not differ essentially from the sun and the planets, our earth included; that they are composed of matter such as we are accustomed to; and that they follow the universal law of gravitation and other physical laws, as it behooves a somewhat eccentric but orderly member of star society. Nor are they mere creations when they appear to us, be it even for the first time; they have wandered through space for ages. Halley's comet in particular is an old acquaintance of the human race, say, a member of our own planetary family, since it is a periodic comet—that is, a comet which revolves around the sun like the earth and the other planets of our solar system—and, therefore, becomes visible at stated intervals. The fact that its path is very eccentric and of vastly greater length than that of any other comet, and, consequently, the comet needs only some two or three years to complete its orbit, while the earth needs only one, does not alter the truth that the comet belongs to our solar system; that is, to the group of celestial bodies which revolve around our sun.

But Halley's comet is not the only representative of its class in the sun's family. About seventy-five comets are known to move in elliptical orbits around our central luminary, and while some of these have periods of revolution exceeding one hundred years, some two or three have already been observed at more than one return.

But besides these seventy-five belonging to the sun's retinue, there is a vast number of comets which come into view only once, because their orbits are parabolic or hyperbolic; that is, they are curves whose branches separate farther and farther. These celestial wanderers come from interstellar space and whisk around the sun with so tremendous a speed that their momentum carries them again, beyond the controlling force of our central body, wherefore they pass out again into boundless space—until they fall under the dominating influence of some other sun, when they repeat the same performance, until they are caught in some solar system and thenceforth are members of it.

The foregoing exposition makes it clear that comets are by no means warnings of impending calamities, but very natural phenomena. Great disasters have undoubtedly followed the appearance of comets; but the reasoning "propter hoc, ergo propter hoc" (after it, therefore on account of it) is exceedingly illogical. The comet had as little to do with them as your or my sneezing on December 27, 1803, had to do with the Calabrian earthquake of the following day.

But granted that comets are neither evil beings in themselves nor harbingers of coming calamities, may they not, in a merely natural way, affect conditions of life on earth—and thus cause harm? To answer this question we may consult experience and science. Both deny it emphatically.

There is no danger of our earth's ever being thrown into new and disastrous paths by the action of a comet.

But might not some harmful matter stream into our atmosphere and suffocate every living creature on earth? Or set it on fire? As regards Halley's comet, its closest approach to the earth, far as the head is concerned, this is a very late date, and it is not until May 19th, 1910, that it will be nearest to us.

As far as the head is concerned, this is a very late date, and it is not until May 19th, 1910, that it will be nearest to us. As at that time the tail will point in our direction, will possibly be several times the length of the comet's distance from the earth and, maybe, a few millions of miles in diameter, it is almost certain that we will get mixed up in it, unless indeed its curvature be such as to cause it to clear the earth. Dreadful prospect, is it not? Well, as far as the writer is concerned, he devoutly wishes that we may get into it as far as we can, his only fear being that neither he nor anybody else in the Philippines will be aware of the fact that a comet's tail is sweeping over us, unless his suggestion be carried out that self-registering magnetic and electrical instruments be mounted in a suitable place, for instance, at Alinder Observatory, Baguio, and continuous observations made from May 15 to 21.

In order to understand why there is nothing to be feared from an encounter between the earth and a comet's tail, we have to say something about the constitution of comets, or rather discuss several hypotheses, because, to tell the truth, nobody knows with certainty in what state of aggregation cometary matter exists.

However, the argument best calculated to dispel all apprehensions regarding the passage through a comet's tail consists in the fact that the thing has actually happened less than half a century ago. According to several astronomers of repute the earth traversed the tail of the great comet of 1861 at 6 o'clock and 12 minutes a.m. of June 30, 1861, some 300,000 miles within it and approximately two-thirds of its entire length from the head. Nothing was noticed except a faint luminosity resembling the softest light, which was seen in the evening of that day.

From all these considerations we must conclude that, whatever may be the nature of the tail of Halley's comet, the passage of our earth through the same on May 19th, 1910, will be a very interesting and equally harmless occurrence.

III. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun, there can be no danger of the present one's falling into it; still less fear—if possible—need there be of its crashing into the earth.

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In order to understand why there is nothing to be feared from an encounter between the earth and a comet's tail, we have to say something about the constitution of comets, or rather discuss several hypotheses, because, to tell the truth, nobody knows with certainty in what state of aggregation cometary matter exists.

However, the argument best calculated to dispel all apprehensions regarding the passage through a comet's tail consists in the fact that the thing has actually happened less than half a century ago. According to several astronomers of repute the earth traversed the tail of the great comet of 1861 at 6 o'clock and 12 minutes a.m. of June 30, 1861, some 300,000 miles within it and approximately two-thirds of its entire length from the head. Nothing was noticed except a faint luminosity resembling the softest light, which was seen in the evening of that day.

From all these considerations we must conclude that, whatever may be the nature of the tail of Halley's comet, the passage of our earth through the same on May 19th, 1910, will be a very interesting and equally harmless occurrence.

III. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun, there can be no danger of the present one's falling into it; still less fear—if possible—need there be of its crashing into the earth.

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VII. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun, there can be no danger of the present one's falling into it; still less fear—if possible—need there be of its crashing into the earth.

VIII. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun, there can be no danger of the present one's falling into it; still less fear—if possible—need there be of its crashing into the earth.

IX. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun, there can be no danger of the present one's falling into it; still less fear—if possible—need there be of its crashing into the earth.

X. From data interspersed in the foregoing explanations it is perfectly clear that Halley's comet, at least at its present return, cannot possibly do any mischief by either tumbling into the sun, or colliding with the earth. Its least distance from the former will exceed 54,000,000 miles; from the latter it will be 13,000,000. As comets have passed unscathed so close as 750,000 miles from the sun,

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENT

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

**STRAIT FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.**

**THROUGH BILLS OF LADING ISSUED FOR
BARATIA, FRANCE, GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.**

The Steamship
"DELTA"
Captain E. W. H. Snow, carrying H.M.
Majesty's Mails, will be despatched from this
for Bombay &c. on SATURDAY, the
5th March, 1891, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "MALWA," 10,833
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be

proceeding direct to marseilles. Passengers will be conveyed
other cargo for London. The "INDIA" will be conveyed
via Bombay by the "R.M.S. "INDIA" due
in London on the 15th April, 1910.
Passes will be received at this Office until
4 o'clock the day before sailing. The contents
and weight of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 21st February, 1910. 1

**THE AMERICAN AND ORIENTAL
LINE.**

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"
will be despatched for the above Port
on **TUESDAY**, the 8th March, 1910.
For Freight or Passage, apply to
ARNHOLD, KARBERG & CO.
General Agents
Hongkong, 1st February, 1910. [24]

THE "SHIRE" LINE
STEAMERS, LIMITED.

PASSENGER SERVICE
LONDON AND ANTWERP

THE STEAMER.
"CARMARTHENSHIRE,"
 Offering Superior Accommodation
 First Class Passengers will be

FARE TO LONDON ... £2
A Stewardess and fully qualified
Doctor are carried.

JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong 14th December, 1909.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Capt. G. C. Gundy, will be despatched as on or about the 1st April.


For Freight, or Passage, apply to—
 HARRINGTON MATTHEWS & Co., 1

June
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Hongkong, 3rd March, 1910.
 "SHIRE" LINE OF STEAMERS
 LIMITED.
 FOR LONDON, ROTTERDAM AND
 ANTWERP.
 THE Steamship
 MANCHESTER

Captain H. C. Norris, will be occupation
above on or about 21st April.
For Freight or Passage, apply to
JARDINE, MATHESON, & Co.,
Agents,
Hongkong, 3rd March, 1910.

Cutler, Palmer & Co.



JAMES WATSON & CO. DISTILLERS

SCOTCH WHISKY

THE HOUSE OF WATSON

GLASGOW & LONDON

SPECIAL

BOTTLED

2 2	Cutler, Palmer & Co., London AGENTS SIEMSSSEN & CO., HONGKONG.
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PENINSULAR & ORIENTAL

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	11th Mar.	See Special of Call.
SHANGHAI MOJI, KOBE	NILE	About 8th Mar.	Freight and Passengers.
LONDON and ANTWERP	JAVA	About 9th Mar.	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZANILLO	Capt. A. Thompson	March	
SHANGHAI	DEVANHA	About 17th Mar.	Freight and Passengers.
	Capt. H. Powell	March	

For further Particulars, apply to

S. A. HEWETT, Superintendent.

Hongkong, 4th March, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CANTON and TIENTSIN	"KUEICHO"	On 5th Mar. 4 P.M.
AMOI, NINGPO and SHANGHAI	"YOHOW"	On 5th Mar. 4 P.M.
SHANGHAI	"LINAN"	On 6th Mar. 4 P.M.
MANILA	"TAMING"	On 6th Mar. 3 P.M.
SHANGHAI	"ANHUI"	On 10th Mar. 4 P.M.
SHANGHAI	"CHINHUA"	On 13th Mar. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th Mar. 4 P.M.
MANILA	"TEAN"	On 15th Mar. 3 P.M.

DIRECT SAILINGS TO WEST RIVER TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE 45 SINGLE and 80 RETURN. BUTTERFIELD & SWIRE, AGENTS.

Telephone 36.

Hongkong, 4th March, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and BALTIC PORTS	"INDIAN"	On 6th March.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to

MELOHERS & CO., AGENTS.

Hongkong, 28th February, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST—HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI and FOCHOV.	FRIDAY, 4th Mar., at 10 A.M.
"HAIMUN"	SWATOW	SUNDAY, 6th Mar., at 10 A.M.
"HAIYAN"	SWATOW, AMOI and FOCHOV.	TUESDAY, 8th Mar., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only. For Freight and Passage apply to—

DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkong, 4th March, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 4th Mar. 4 P.M.
SHANGHAI	"CHOYSANG"	Monday, 7th Mar. Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 9th Mar. Noon.
SHANGHAI	"WINGSANG"	Thursday, 10th Mar. Noon.
MANILA	"YUENSANG"	Friday, 11th Mar. 4 P.M.

RETURN TOURS TO JAPAN

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 4th March, 1910.

HAMBURG-AMERIKA LINE

DEUTSCHE UNIVERSAL DAMPSCHIFF-FAHRTEGESELLSCHAFT

EAST ASIATIC FREIGHT SERVICE

Between SHANGHAI, YOKOHAMA, MANZANILLO, PANAMA, COLON, and PHILIPPINES.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. C. FERD. LAEISZ	...	4th March
S.S. LIBERIA	...	12th March
S.S. ALESIA	...	25th March
S.S. ANDALUSIA	...	8th April
S.S. SILESIA	...	21st April

Further Particulars, apply to—

HOMEWARD.

FOR HAVRE & HAMBURG	S.S. SEGOVIA	15th March
FOR MANZANILLO & HAMBURG	S.S. SLAVONIA	16th March
FOR HAVRE & HAMBURG	S.S. SAXONIA	22nd March
FOR ROTTERDAM & HAMBURG	S.S. SAKSA	27th March
FOR MANZANILLO & HAMBURG	S.S. SPEZIA	3rd April

Further Particulars, apply to— HAMBURG-AMERIKA LINE, Hongkong, 25th February, 1910. Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUITUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	June 25th, at Noon.
S.S. KITO MARU	17,200 "	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building, Hongkong, 31st January, 1910. [462]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MAHSEILES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU	9,000	WEDNESDAY, 16th Mar., at Daylight.
	KANAGAWA MARU	7,000	WEDNESDAY, 23rd Mar., at Daylight.
	HITACHI MARU	7,000	WEDNESDAY, 30th Mar., at Daylight.
	MIYAZAKI MARU	7,000	WEDNESDAY, 13th April, at Daylight.
	KAMAKURA MARU	6,500	SATURDAY, 23rd April, from Hong.

VICTORIA B.C. & SEATTLE	AWA MARU	7,000	TUESDAY, 29th Mar., at Noon.
	INABA MARU	7,000	TUESDAY, 26th April, at Noon.

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	KUMANO MARU	7,000	FRIDAY, 18th March, at Noon.
	YAWATA MARU	5,000	FRIDAY, 15th April, at Noon.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	BINGO MARU	7,000	TUESDAY, 8th March.
	IYO MARU	7,000	FRIDAY, 11th March, at Noon.

BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU	5,000	WEDNESDAY, 16th March, at Noon.
	YETOROFU MARU	5,000	WEDNESDAY, 16th March.

KOBE and YOKOHAMA	KITANO MARU	9,000	THURSDAY, 17th March, at Noon.
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† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, MANAGER.

Hongkong, 3rd March, 1910. [13]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	2540	A. Fraser	Manila	On 5th Mar. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 12th Mar. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st February, 1910. [12]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS & CO.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East.

16, DES VUEX ROAD, HONGKONG.

Japan Office.

14, WATER STREET, YOKOHAMA.

759

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIPANAS	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJIBODAS	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIMAH	JAPAN	First half of Mar.	JAVA	First half of Mar.
TJILIWONG	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TJILANAF	JAVA	First half of April	JAPAN	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

"JAVA-CHINA-JAPAN LIJN."

York Buildings, 1st Floor, Hongkong, 25th February, 1910. Telephone No. 375. [16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK"	4,416	FRIDAY, 4th March, at Noon.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 23rd March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, AMOI	"DALIN MARU"	SUNDAY, 6th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOI & FOCHOV	"BUJUN MARU"	THURSDAY, 10th Mar., at Daylight.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CROONER MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

877

SHIPPING IN PORT.

STEAMERS	
BONNE, German str., 1,344, T. Sembill, 20th Feb.—Sundank 15th February, Timber—Melchers & Co.	MENFOO, Chinese str., 2,339, J. McArthur, 28th Feb.—Shanghai 25th Feb., General—C. M. S. N. Co.
CARL DREIERHORN, German str., 774, J. Kayser, 27th Feb.—Haiphong and Hoihow 23rd Feb., General—Jensen & Co.	NAGASAKI, British str., 1,062, Spink, 2nd Feb.—Chafon and Waihaiwei 28th Jan., Butterfield & Swire.
C. FRID, LARSEN, German str., 4,930, A. Wagner, 2nd March—Hamburg 15th Jan., General—Hamburg-America Linie.	NAMKANG, British str., 1,299, Allan Jones, 27th Feb.—Saigon 22nd February, Rice, &c.—Bradley & Co.
CHINA, American str., 3,168, D. B. Frisling, 1st March—San Francisco 1st Feb., General—P. M. S. S. Co.	NINGCHOW, British str., 5,836, H. Lallen, 1st March—Tacoma and Victoria 26th Jan., Flour and Fish—Butterfield & Swire.
CHINOTOPU, Chinese str., 1,520, Joers, 28th Feb.—Saigon 23rd Feb., Rice—Wallen & Co.	PHRAKANG, German str., 1,076, Von Mangoldt, 27th Feb.—Bangkok and Kolschlag 19th Feb., Rice and Meal—Butterfield & Swire.
CLARE, British str., 2,115, Bland, 22nd Feb.—Singapore 1st and Balik Papan 14th Feb., Fuel Oil in bulk—Asiatic Petroleum & Co.	PITSANULOK, German str., 1,267, D. Reimann, 27th Feb.—Bangkok 19th and Swatow 26th Feb., Rice—Butterfield & Swire.
DALIN MARU, Jap. str., 899, Y. Kaburaki, 2nd March—Tansul 27th Feb., General—Osaka Shosen Kaisha.	PROVIDENT, Norwegian str., 693, Cornelissen, 21st Feb.—Daly 15th February, Beans—Aagaard, Thorsen & Co.
DEWENT, British str., 1,562, J. Jenkins, 24th Feb.—Saigon 20th Feb., General—Man Fat & Co.	RUBY, British str., 1,619, A. Fraser, 23rd Feb.—Manila 26th February, General—Shewan, Tomes & Co.
FAUSANG, British str., 1,410, H. S. Mallin, 23rd Feb.—Saigon 19th Feb., Rice, Paddy, and Meat—Jardine, Matheson & Co.	SAMSEN, German str., 998, R. Peterson, 22nd Feb.—Bangkok 13th Feb., Rice and Rosewood—Butterfield & Swire.
FITZPATRICK, British str., 2,838, R. E. Hutchinson, 18th Feb.—Tacoma 2nd January, Flour, Herring, &c.—Osaka Shosen Kaisha.	SEANG BEE, British str., 5,789, W. T. Larkins, 20th Feb.—Amoy 20th Feb., General—Seang Tak Hong.
FUKUKI MARU, Japanese str., 1,946, S. Kuma, 23rd Feb.—Moji 23rd Feb., Coal—Mitsui Bussan Kaisha.	SERLA, Norwegian str., 2,789, Olaf Lee, 28th Feb.—Port Said 23rd January, General—Order.
GERMANIA, German str., 1,713, O. Jurgensen, 27th Feb.—Daly and Chafon 21st Feb., Beans and General—Jensen & Co.	SIXTA, German str., 993, Jansen, 27th Feb.—Java 10th Feb., Sugar—Java-China-Japan Lijn.
HOLSTEIN, German str., 895, D. Henk, 28th Feb.—Kwang Yen 26th Feb., Cement—Jensen & Co.	SHAKANG MARU, Japanese str., 2,054, K. Nagata, 27th Feb.—Karatsu 21st Feb., Coal—Shewan, Tomes & Co.
ICHANG, British str., 1,228, Trubben, 25th Feb.—Chinkiang 19th Feb., General—Butterfield & Swire.	SHANG, British str., 1,229, G. Eady, 9th Feb.—Saigon 4th Feb., General—Butterfield & Swire.
JAVRA, British str., 2,778, H. G. A. Tindie, 28th Feb.—Cardiff 14th January, Coal—Government.	SIBERIA, American str., 5,655, A. Zeeder, 25th Feb.—San Francisco 25th Jan., General—P. M. S. S. Co.
JOHANNE, German str., 952, M. Ipland, 24th February—Saigon 19th Feb., Paddy—Jensen & Co.	SIGNAL, German str., 907, G. Schalkhorst, 28th February—Saigon 24th February, Rice—Jensen & Co.
KACHIDATE MARU, Japanese str., 3,432, Yamaguchi, 21st Feb.—Moji 16th February, Coal—Ataka & Co.	SPIR, Norwegian str., 879, W. Horn, 24th Feb.—Saigon 18th February, Rice—Aagaard, Thorsen & Co.
KASHING, British str., 1,228, Laver, 9th Feb.—Chinkiang 5th Feb., General—Butterfield & Swire.	SUTTON HALL, British str., 2,870, W. J. Hannaford, 28th Feb.—New York 24th Feb., Case Oil—Standard Oil Co.
KIEKLE, British str., 2,275, W. J. Dermody, 23rd Feb.—Cardiff via Durban 17th Dec., Coal—Order.	TAIWAN, British str., 1,042, Jenkens, 2nd Mar.—Saigon 25th Feb., Rice—Butterfield & Swire.
KIUKANG, British str., 1,228, Robertson, 1st Feb.—Wakamatsu 27th January, Coal—Butterfield & Swire.	TIENTSIN, British str., 1,227, F. Boyd, 15th Feb.—Sourabaya 3rd February, Coal—Butterfield & Swire.
KUTAN, British str., 4,865, K. C. D. Bradley, 2nd March—Calcutta via Singapore 25th Feb., General—Jardine, Matheson & Co.	TIKINI, Dutch str., 4,577, H. Koops, 1st March—Java 10th Feb., Sugar, Cotton, &c.—Java-China-Japan Lijn.
LARSEN, British str., 1,940, Frampton, 23rd Feb.—Saigon 18th Feb., General—Wee Fat Sing.	TIJANAN, Dutch str., 2,277, J. B. v. Danne Jalin, 2nd March—Muntah 20th Feb., General—Java-China-Japan Lijn.
LAUSAN, British str., 1,544, M. Pickard, 1st March—Saigon 24th February, Rice—Jardine, Matheson & Co.	UTY, Norwegian str., 885, J. Pedersen, 23rd Feb.—Dairen 17th Feb., Beans—Aagaard, Thorsen & Co.
LIGHTNING, British str., 2,122, A. E. Gentles, 25th Feb.—Calcutta, Penang and Singapore 19th Feb., General—David Sassoon & Co.	YESA, Japanese str., 2,329, Awaki, 2nd March—Miika 24th Feb., Coal—Mitsui Bussan Kaisha.
LOONGSANG, British str., 1,092, F. Wheeler, 28th Feb.—Manila 25th Feb., Hemp and General—Jardine, Matheson & Co.	YOGHOW, British str., 1,306, Wavall 25th Feb.—Daly 19th Feb., Coal—Butterfield & Swire.

